





# THE BURNING OF THE S. S. "HANKOW."

## TERRIBLE HOLOCAUST.

MEN, WOMEN AND CHILDREN BURNED TO DEATH.

MAGNIFICENT STEAMER BURNT TO THE WATER'S EDGE.

OTHER STEAMERS AND JUNKS IN JEOPARDY.

FINE WORK BY NAVAL SEAMEN.

Hongkong has been visited during the past few weeks by a series of calamities which have shaken the Colony to its very core, but nothing so horrible has occurred as the burning of the Canton steamer *Hankow*. We have faced a succession of typhoons; we have seen men, women and children drowned by the score in sight of assistance; we have heard of tragedies innumerable, but nothing equals the ghastly and terrible scenes which occurred on board the *Hankow* as she lay at her anchorage on arriving from Canton. In fact, the only parallel which suggests itself at the moment is the burning of the steamer *General Slocum* on the Hudson river, some years ago. The agonising screams of nearly 2,000 Chinese who were trampled and scorched to death will live in the memory of those who heard them till the end of their lives, and the spectacle of the inferno presented as the vessel blazed into the night can never be forgotten. The fiercest picture of hell's fury will not eclipse what was seen in the early hours of this morning, and even to a case-hardened journalist it is painful to write of the event.

At three o'clock in the morning the *Hankow* laden with a valuable cargo and carrying about 2,000 Chinese passengers arrived at Hongkong from Canton and was safely berthed at her wharf. The *Hankow*, belonging to Messrs. Butterfield & Swire, has always been a favourite with native residents on account of the excellent accommodation provided, the cheerful conditions on board, the courtesy of the officers and it may be added the appearance of the boat, for she was the largest on the run. Accordingly 1,000 Chinese travellers, but on her last trip will never be known exactly how many were on board for all traces of them have disappeared in the devastating flames or in the waters of the harbour. As already remarked the *Hankow* moored at her wharf and the passengers prepared to leave. Naturally most of them had been asleep in their bunks or on the mats with which the Chinese coolies invariably provide themselves. They were probably only half awake when the vessel arrived. There was no hurry to disembark, no confusion, nothing whatever dissonant to good order. Suddenly a cry was raised that fire had broken out in the after part of the vessel. The chief officer went up to the commander, Captain Branch, and formally reported the fire. Immediate steps were taken to cope with the outbreak, but from the outset it was obvious that the vessel was doomed. Captain Branch rushed to cabins of the European passengers—among whom were Mr. Zundel, the Canton manager for Messrs. Arnold, Karberg & Co., and Miss Nicholls, a lady teacher of the Philippines—and roused them. The ladies ran to the wharf in their night-dresses while the men appeared in pyjamas. There was no question of luggage in the struggle for life. Everybody lost their everything and the European passengers are to-day thanking God for preserving their lives.

By this time pandemonium prevailed on the lower decks. The Chinese seized their belongings and made a mad rush for the gangway. Hundreds were distraught and simultaneously dashed to the only means of escape, with the result that nobody could get near the gangways; men, women and children were felled to the deck and ruthlessly trampled upon. It is a matter of fact, the ignorant coolies utterly lost their reason; they were lunatics for the time, and it is safe to say that if they could possibly have been controlled the loss of life would have been averted. But no one can control a lunatic, least of all a crazed coolie, and thus the terrible result of the conflagration. What made matters worse was the extraordinary character of the fire. It began as stated in the after part of the vessel; in two minutes it had appeared in the bow and within five minutes the ship was a mass of living flame. No words can depict the scene which presented itself to the few spectators who were in the vicinity of the *Hankow* at the moment. There was no time to think. The Chinese fell and were suffocated, for it is merciful to think and to hope that the agony of the flames was mitigated by the oblivion of asphyxiation.

But the momentary battle for life was terrible and is even now horrible to contemplate. Hundreds of men, women and children were fighting for a foothold on a narrow gangway. Their screams were heart-rending; they could be heard half-way up the Peak. The residents wakened in the middle of the night by the ear-piercing cries, saw from their windows the blazing vessel and could guess, though they form little conception of what was happening on the waterfront. The flames were spreading far and wide. A high over the surrounding buildings. A strong wind was blowing at the time, carrying the spread of death to vessels a hundred yards away. A couple of junks which had been lying near the wharf of the *Hankow* were utterly consumed, and whether the occupants escaped is unknown. A Chinese junk—the only one that survived the typhoon—was crumpled up and destroyed. The *Powan*, another Canton boat, which was lying at the opposite side of the *Hankow's* wharf, managed to be towed away and escape from the scene of the conflagration. Meanwhile, the *Hankow* was burning from every port and loophole, while a few frenzied passengers were making final efforts to cheat the grim figure which overshadowed them. Many in the throes of agony leapt into the sea and were drowned. Many were crushed to death under the feet of their fellow countrymen. Women and children had no chance of success in the insane rush for the gangways. All this he remembered occurred within a very few minutes. Chinese on the house-tops watching the scene but unable to stir a finger in aid of the passengers were silhouetted when the chief officer had rushed to the captain of the first outbreak, he rushed to the engine room in order to get the fire-hose into play, but in five minutes the engine-room was a seething cauldron and nothing could be done. The officers made their escape as best they could, utterly helpless to render aid to the passengers. Rockets were fired to call assistance and the commander of H.M.S. *Flora* sent a detachment of men with a manual engine to the scene. The Naval Yard also sent a contingent to assist the land brigade with the wharf hoses, but human efforts were powerless to oppose the flames. In the opinion of those, however, who saw the herculean efforts of the volunteers to stamp out the flames and rescue the suffering both from the vessel and the water some recognition should be made of their conduct. If they failed to achieve the results for which they laboured it was only because none in their position could have succeeded.

Shortly after four o'clock in the morning His Excellency the Governor, accompanied by his aide-de-camp, arrived at the wharf, but by that time there was nothing to be done. His Excellency expressed the opinion that the vessel should have been scuttled immediately the outbreak occurred, but when it is remembered that there were 2,000 people on board and, also, that the ship was on fire from stem to stern five minutes after flames were seen, it will be recognised that the Governor's suggestion was hardly practicable, if not impossible.

How many escaped death by fire or water it is impossible to say. Usually when a vessel arrives from Canton many of the passengers are prepared to jump ashore immediately, but when a ship enters in the early hours of the morning there is a disposition to remain on board until dawn, or at any rate to dawdle over the work of getting the baggage on the wharf. It is said that if one hundred escaped it must be regarded as a miracle. Readers may thus realise the terrible holocaust that occurred and the frantic scenes that took place at the wharves. During the height of the recent typhoons many tragic spectacles were beheld, but nothing more pitiful can be imagined than the sight which was to be seen before day-break. The absolute helplessness of anybody to render assistance intensified the tragedy.

The news of the occurrence spread with amazing rapidity. When morning had dawned hundreds were at the wharf gazing intently at the remnant of what was admittedly the finest steamer on the Canton river. Nothing remained but a shell, blackened,

smoking, an utter wreck. The fire engines were playing on the smouldering debris. What was more nauseating than anything else was the smell of burned human flesh. The firemen were bringing numerous bodies ashore and ranging them on the Praya wall, decently covering them with mats. But there was nothing to see, nothing to identify. A few charred remains, a hand, perhaps a leg, a blackened corpse—it was worse than the typhoon. There was no sign of the junks which had been involved in the fire. The *Hankow* was still burning at noon to-day.

What the actual loss caused by the fire will reach it is impossible to suggest. Only the roughest estimates can be offered at the moment, but it is well within the mark to say that the owners have lost half a million dollars—some say a million. The *Hankow* herself was valued at \$400,000. Among the goods carried by the *Hankow* were 660 bales of raw silk, 400 bales of waste silk, 3,700 rolls of matting besides a large miscellaneous cargo whose value is unknown. Two hundred bales of raw silk have been recovered, but the material is greatly damaged by water and will only fetch a fraction of its original value.

AN EYE-WITNESS NARRATIVE.

Hardly had the stroke of three o'clock from the Clock Tower died out in the distant air of the still moonlit night when residents on the suburban levels above the city limits were aroused by the clanging of the brass bells denoting in its scurrying tones the outbreak of a fire. There was a pause, then a deliberate stroke followed by a second stroke and a pause, located the fire in the Central district of the city. No sooner had the aroused slumberers gained the verandah of his residence than he beheld—riveted the attention of the beholder upon a scene with the echoes of the shrieking hundreds of human voices clamouring for help, which it was beyond the power of man to render, telling of the holocaust which was being enacted on board the familiar old river steamer—the S.S. *Hankow*—owned by Messrs. Butterfield & Swire. That it was the good old *Hankow* that was burning there admitted of no doubt; for right on the water's edge, removed about a hundred feet from the farthest line of the tallest buildings on the New Praya, the imposing funnel stood in bold relief against a trailing cloud of smoke and tongues of flame that seemed to leap higher than the 60-foot buildings lining the waterfront. "Kau ming! Kau ming!" "Save life! Save life!" rose again and again, higher and higher, over the raging noise of the devouring elements, and as hundreds of voices clamoured piteously for help that could never reach them, the tale of destruction as the imploring echoes gradually died away was frightful to contemplate in the imagination.

As soon as it was practicable a representative of the *Hongkong Telegraph* was promptly upon the scene of death and desolation. From an eye-witness who was present at the first outbreak and throughout the horrible spectacle of destruction as well as from other reliable sources, were gathered the particulars relating to the most recent of the series of calamitous events with which Hongkong has been visited within a month.

The S.S. *Hankow*, Captain B. Branch, left Canton for Hongkong as usual last evening. She carried, it is said, about two thousand Chinese passengers in round-lumbers, besides seven Europeans, included among whom were Mr. Zundel, of the firm of Messrs. Arnold, Karberg & Co. at Canton, Miss Nicholls, a lady teacher from the Philippines, and two other ladies. The cargo was of a most valuable nature. It consisted of 660 bales raw silk, 400 bales waste silk and about 3,700 rolls matting.

The *Hankow* drew alongside the wharf at 3 o'clock this morning, reporting "all well," and within a few minutes was made fast. Almost immediately after, at 3.10 a.m., the Chief Officer, Mr. H. W. Holmes, rushed up to Captain Branch saying: "Ship's on fire!" Then he went at once to the Chief Engineer (Mr. James Christie) with instructions to turn water on to the ship's hose. Unfortunately, the direction could not be carried out. None of the members of the engine-room staff could remain in the engine-room any time as the heat was terrific; the place being described as a veritable furnace.

THE EUROPEANS SAVED.

Mindful of the safety of his passengers before his own, Captain Branch personally hastened to the Europeans in the cabin apprising them of the imminence of danger. As best they could, all the Europeans rushed out and made for the wharf across the gangway, some in their night clothes, while the ladies escaped in their nightgowns.

By 3.20 a.m. an immense crowd had assembled near the approach to the wharf and it was as much as the Police could succeed in doing by keeping the crowd back from drawing too close to the firefighters, one and all of whom worked with herculean efforts to save the ship from total destruction.

MEN—WAR'S MEN TO THE RESCUE.

The local fire brigade was supplemented by a most valuable Naval contingent. As soon as the fire was discovered two signal rockets were fired. In answer to the call for assistance, the "handy men" were on the scene almost in no time. A contingent was sent away from H.M. cruiser *Flora* in port with a manual engine, the same being reinforced by a detachment from the Naval Yard. Once on the scene the sailors worked like Trojans; but for their help—great as were the efforts of the Hong Kong Brigade—the task of controlling the conflagration would have presented difficulties beyond the original numerical force of the firemen to successfully cope with. With two steam engines at work on shore—the fire that having foundered in the typhoon of the 18th September—the manual engine from the *Flora* and the large body of energetic rescuers the fire was practically got under control by 5.30 a.m., when the Naval contingent retired.

THE "POWAN" TOWED OUT OF DANGER.

The S.S. *Powan*, Capt. Valentine, of the Hongkong, Canton and Macao Steamboat Co., was lying on the eastern side of the wharf while the *Hankow* was in flames. Steam could be got up on the *Powan* quick enough for her to steam out of the danger zone. Recourse was first secured to perform this duty, but when they were brought to the *Powan* they refused to take the riverboat in tow, demanded an extortionate price which, under the circumstances, admitted of no bargain making. Before, however, an agreement could be effected, the launch masters had steamed their craft out of sight, and the *Powan* was left to the tender mercy of the wind and flame which, fortunately, proved entirely propitious. A North-east wind was blowing and so long as the direction was not changed the *Powan* was comparatively safe. Luckily for her two other steam-launches were hailed, who acted as tow-boat for the *Powan* upon a guaranteed payment of \$50 each. The *Powan* was accordingly hauled out into the stream. Such was the intensity of the heat from the burning vessel that the paint on the port side of the *Powan* was literally peeled off.

Two of the lighters, also belonging to the Hongkong, Canton and Macao Steamboat Co., Ltd., which were lying along side the *Powan* having cargo discharged into them were also towed out of reach of the devouring element.

A PIER BURNED.

The only wooden pier in this locality which survived the great storm of last month was doomed to destruction to-day. It is situated about a hundred yards distant and westward of the *Hankow*. The breeze fanned the flames on to the direction of the pier, which eventually became ignited and burnt down to the water's edge.

THE STABILITY OF THE RIVER CO'S WHARF.

At the most crucial moment of the fire the S.S. *Hankow* sprung about two feet from the wharf and as she did so the fire steel pier just bent over slightly, but suffered absolutely no damage under the great strain. It speaks volumes for the construction of one of the finest landing stages to adorn the waterfront of the Colony that it stood two such severe tests like the typhoon of 18th Sept. and the fire of this morning with practically little or no damage.

THE GOVERNOR ON THE SCENE.

Amongst those to arrive at an early stage of the disaster was His Excellency the Governor Sir Matthew Nathan, K.C.M.G., who was accompanied by his Aide-de-Camp, Capt. C. H. Colman. The Governor watched with considerable interest the progress of operations to subdue the fire, and at one time, it was suggested, His Excellency expressed his opinion that it would be well "to scuttle the ship." At that stage it was practically impossible to act upon the suggestion, and all efforts were confined to extinguish the roaring flames. The Governor retired after being a quarter of an hour at the wharf.

Prominent among others on the wharf were Capt. R. Jones, marine superintendent, Messrs. Butterfield & Swire, and Mr. John Arnold, whom it is scarcely possible to find a more zealous official identified with the large and growing interests of the Company to which rise, growth and development of the river traffic is mainly due.

A GAUNT SKELETON.

All that remains of the once fine palatial river steamer is the gaunt skeleton of her charred frames. All the woodwork has been entirely burnt out; the paddle-wheel boxes—or rather all that remain of them—are distorted and charred; the iron stanchions twisted out of shape; and the plates above water-line bent by the great intensity of the heat. So that in the work of repair which the Dock Co. may be called upon to make, practically a new steamer must be made out of the blackened remains of the S.S. *Hankow*. Curious to relate by a most strange coincidence one lifeboat has not been touched by the flames, it remains intact, and was the object of many comments of wonderment that in "the position" it was in, it should have been possible to escape destruction.

THE CRIMINAL OF THE FIRE.

Many theories have been advanced as to the possible origin of the fire. Amongst

those principally discussed in shipping circles to-day there are four likely theories. The first is attributed to the overturning of a hand lantern by one of the numerous gang of boarding-house runners. It is well known upon the arrival every day of the Canton River might boats quite a rush is made for stateroom passengers by what are locally called

THE CAMBOD BRIGADE.

The "brigade" consists of Chinese boarding-house runners who "rush" the lower deck after the saloon and second saloon passengers have disembarked. The men carry huge oil lanterns with conspicuous signs painted on them of their boarding-houses and go in search of customers. It is believed that one of these men overturned a lantern which set one roll of matting afire, thus rapidly igniting the rest.

THE OPIUM FIEND.

The "Opium Fiend" has as usual, his army of detractors. It is positively asserted by the huge phalanx of anti-opiumists that the calamity must be laid at the door of one of the smokers who while indulging in one of his pipes accidentally set the first spark which led to its results.

THE ELECTRIC INSTALLATION.

A third theory finds advocates amongst those who believe that a fusion of the electric wires set fire to the first roll in the stack of matting which made such excellent fuel for the flames.

SUSPECTED INCENDIARISM.

The last theory which has a large number of warm supporters is that the burning of the *Hankow* was a case of incendiarism. It is alleged that the friends who could devise such a malevolent scheme of destruction felt safety in concealing their plan to when the great vigilance of the officers would be relaxed, and when, it was imagined, the passengers could be taken away, upon the first alarm, with comparative ease. The fact that the ship was observed to blaze for and all within the five minutes of the first report, as definitely stated by an eye-witness on the wharf, gives the strongest support to the arson theory. The object was, so it is discussed, the boycotting of the British steamers.

THE LOSS.

The loss in ship and cargo is roughly estimated at rather over a million dollars, made up as follows:—

Steamer	\$400,000
Cargo Raw Silk	550,000
Waste Silk	40,000
Matting	30,000

All the mails were burnt as well as the private letter boxes on board. The officers lost all their personal effects, Capt. Branch besides losing his certificates and papers lost also his valuable documents and securities left on board. Chief-Engineer Christie lost all his Masonic orders.

Another Account.

After efforts on the part of the ship's officers and crew to save the vessel had proved futile the fire alarm was turned in and rockets were sent up in the air, calling for assistance, from both ashore and afloat.

In less than quarter of an hour almost the entire fire fighting force of the Colony, consisting of firemen from nearly all nearby police stations, had turned out with the fire engines, for the first big job they had tackled since the Hollywood Road hoocaust some years ago. Men from H.M.S. *Flora* answered the signals and were ashore as soon as they possibly could giving great assistance to the fire brigade staff. When the fire-fighters arrived on the scene the good old steamer *Hankow* was one mass of flame, both fore and aft of the ship burning fiercely.

TERRIBLE SCENES.

Heartrending were the scenes that occurred on board the ship at this stage. The *Hankow* had on board of her at the time about 2,000 passengers, of whom seven were Europeans, and a cargo of silk, matting and beans. The Europeans, landed just as the fire broke out and so escaped without any harm, but the native passengers were caught in a death-trap.

The fire was alleged to have started among the cargo of matting and it spread with considerable rapidity; for it was less than ten minutes after the first signs of a fire had been discovered that the whole ship was one ball of fire.

Immediately the yell went up of "ship afire" the Chinese passengers—the whole of the lower deck was one sea of humanity—made a rush for the gangway, and soon that was blocked. Women, with their babies lashed on their backs, old men, bent with age, and children, who had lost sight of their parents in the rush, were unmercifully trampled to death by the fighting maniacs, in terror of their lives.

Never in the history of the Colony has such a catastrophe occurred to a vessel, anchored alongside a wharf, as this one was, and with such a death roll. The fight that occurred between the passengers in their effort to get away from that inferno on sea would never be forgotten if once seen.

Men yelling in terror of their lives, women groaning with fright, all made a rush for the wharf, as the fire swopped down upon them, only to be pushed overboard and drowned. Hundreds rushed to the port side of the vessel and jumped overboard, but how many were rescued?

All this time the firemen were putting in their best work, as only Hongkong firefighters can do; when they are put to it. Many lines of hose were laid. Several were attached to nearby hydrants and others to the steam engines which drew sea water. The fire brigade men, aided by the naval men, fought the flames for

a long while, but no headway was made; in fact in looked as if the fire increased in force as each hose was pointed at it.

FIERCE WIND DRIVES AWAY OTHER VESSELS.

The fact that the wind was blowing with some force from the east was not at all favourable, as it drove the flames on to the Liang Wing wharf, driving away what launches that were moored there. The Steamboat Company's steamer *Powan*, which was sharing part of the wharf near the burning ship, was also in danger of the spreading flames, and, casting off her moorings, she steamed out into the harbour, returning to her former position when the flames were extinguished.

FIREMEN'S GOOD WORK.

The firemen showed up brilliantly in rescuing the unfortunate passengers from the burning ship, and some had very narrow escapes of being numbered among the dead, in their attempt to save those who were near the flames, but who could make no headway to leave the vessel. The brave firemen rushed down the gangway time and again and dragged those who were in danger ashore, at the peril of their own lives. Thanks to their noble work over 100 persons, including infants, were rescued from the floating hell, but when the flames travelled to amidships and licked the sides of the wharf, destroying the gangway and rendering all chances of further rescue impracticable, the firemen could do no more. All those on board of her then were doomed to eternity.

In an hour's time the fire had burnt itself out. No fire brigade in the world could have saved the ship. Hundreds of spectators assembled on the Praya Central viewing the gutted ship and the approach to the wharf was entirely blocked.

Soon after the fire had burnt itself out, demolishing all the upper deck and superstructure, both aft and forward, but leaving the engines and boilers without much damage, the firemen, who were comprised of the following officers: Inspector Warnock, Sergeant Macdonald, Lee, Davitt and Grant, Firemen Cooper, Farr, Murphy, Connolly, Fox, McClenahan, Wilson, Sutherland, and Ingham, in charge of Chief Inspector Barr, made for the hold of the ship to clear away the dead. Others searched the adjacent waters for the drowned. Thirty-six bodies were picked out of the sea, while up to a late hour this afternoon over 200 charred and unrecognisable bodies were removed from under the debris of the ship.

Two large cargo-boats, which were at anchor on the port side of the *Hankow*, ready when the time arrived to receive cargo, were the means of rescuing a number of persons from the sea, but that was not for long. The flames were blown on to the junks, and they took fire also and were entirely destroyed.

JUNKS PEOPLE REFUSE WORK.

An incident occurred while the gruesome work of removing the charred bodies was on, which was regarded to move the dead. Thinking that the junks were ready the bodies were removed from the hold of the ship in mats and taken and laid on the Praya wall. When about twelve bodies had been lying there for nearly half an hour it was discovered that the junks previously engaged were not in sight and on inquiries being made by the police it was learnt that the junks had refused to undertake the work. After some delay junks were obtained, and they had been filled with dead bodies they were taken in tow by launches and removed to the different mortuaries preparatory to burial.

The captain and officers of the *Hankow* were so busy attending to the work of saving the ship that they were unable to save a piece of clothing, the chief officer being just in time to remove his papers, before the fire reached his cabin.

HOW THE FIRE STARTED

How the fire originated not even the officers of the ship could tell, but there are many rumours being circulated to town as to the cause of the outbreak. One rumour has it that a careless coolie dropped a lighted cigarette among a bale of yarn, while another is to the effect that a fuse in the electric light installation, of which the *Hankow* was fully equipped, caught the wood work of the vessel and a spark fell on inflammable goods causing the fire.

The S.S. *Hankow* is a single screw, paddle wheel vessel of 3,073 tons tonnage. She has been on the Hongkong-Canton run for a number of years, and was one of the most popular boats to both the Europeans and Chinese plying in the trade. She was to many natives the "joss ship," having two eyes engraved on her paddle wheel box, and many a superstitious native would prefer to postpone his trip in order to go by the *Hankow* than by any other vessels on that run.

TO DUMP "HANKOW'S" RUINS.

At 3.30 o'clock this afternoon when a representative of this paper paid another visit to the scene of the fire the last of the bodies had been removed, and work of discharging the ship's cargo of silk was then in progress. The discharging operations were being undertaken by the Captain and Chief Officer of the *Hankow*. The cargo of silk is ruined by fire and water. At about five o'clock the work of discharging the silk will have been finished; and the *Hankow* will be taken in tow, presumably by the Dock Company's tug *Robert Cook*, outside the limits of the harbour, where the accumulation of debris on her, which in parts look like miniature hills, will be dumped. She will be brought back later and will be prepared for docking purposes.

Every one's present speaks of the terrible rapidity with which the fire spread. One officer speaking to our reporter said: "I never saw such a fire in all my life. It broke out just about the stern of the boat and before I could turn round to draw a man's attention to it, the fire had burnt out in the fore part of the ship, it travelled so quickly."

The official report of the number of persons killed, up to one o'clock to-day, is as follows:—

Burnt on the steamer..... 85  
Drowned in the harbour..... 45

Great credit is due to the officers of the ship and to the firemen for the work they did during the fire. The crew of the *Hankow* is appended below:—

MR. B. BRANCH, CAPTAIN.  
MR. H. W. HOLMES, CHIEF OFFICER.  
MR. GEO. WILLOUGHBY, SECOND MATE.  
MR. JAS. CHRISTIE, CHIEF ENGINEER.  
MR. JOHN THORBURN, SECOND  
MR. THOS. NISBETT, THIRD



## Intimations.

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8, D'AGUIAR STREET.

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Just Arrived.

SOCKS (Linen) LADIES' AND  
GENTLEMEN'S.  
GENTLEMEN'S SILK UMBRELLAS.  
SILK KIMONOS, LADIES' BLOUSES  
AND SHAWLS.  
SANDALWOOD BOXES (INLAIN).  
HANDKE CHIEF BOXES, GLOVE  
BOXES.  
MONEY BOXES, &c.  
Linen HANDKERCHIEFS, JAVA  
SERONGS.  
MANDARIN COATS, COTTON  
SHIRTS.  
SILK LACE SCARVES AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

1006-1008, 28th May 1906.

## GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and  
MEXICAN DOLLARS, current in this  
Colony, in Exchange for Sterling Bills drawn  
at 10 days' sight on the Lords Commissioners  
of His Majesty's Treasury, London, will be  
received by the Chief Paymaster, Army Pay De-  
partment, until 11 A.M., on the 15th October,  
1906.

The Tenders to state the total amount (in  
Pounds Sterling), and the amount for which  
each Bill should be drawn, but no Bills will be  
issued for less than £100.

The Tenders to be in duplicate, and in sealed  
covers, addressed to the Chief Paymaster,  
Army Pay Department, and endorsed "Tenders  
for Government Bills."

The right to accept or reject any or all of the  
Tenders is reserved.

Copies of Forms of Tender can be had on  
application.

**J. R. GALE,**  
Capt., A. P. D.,  
H.M. Treasury Chest Officer  
His Majesty's Treasury Office,  
Fletcher Street,  
Hongkong.  
Hongkong, 10th October, 1906. [997]

## HARBOR MASTER'S DEPARTMENT.

INFORMATION has been received from  
the Military Authorities that GUN PRAC-  
TICE will be carried out as under:-

On MONDAY, the 22nd October:-

From Stonecutters' Island, North shore, in a  
North-Westerly direction, at ranges  
up to 4,000 yards, commencing at 6 A.M.,  
and finishing at 8 A.M.

On SATURDAY, the 27th October:-

From Stonecutters' Island, North shore, in a  
North-Westerly direction, at ranges  
up to 4,000 yards, commencing at 2.30  
P.M., and finishing at 5 P.M.

If the weather is unfavourable on any of the  
above dates, Practice will take place on the  
following day.

All ships, junks and other vessels are to  
keep clear of the ranges.

**E. JONES,**  
Assistant Harbour Master, &c.  
Hongkong, 10th October, 1906. [993]

THE PUBLIC HEALTH AND BUILD-  
INGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has  
been appointed to enquire into and  
report on the following matters, viz:-

1. Whether the administration of the Sanitary  
and Building Regulations enacted by  
the Public Health and Buildings Ordinance,  
1903, as now carried out is satisfactory,  
and, if not, what improvements can  
be made.

2. Whether any irregularity or corruption  
exists or has existed among the officials  
charged with the administration of the  
aforesaid Regulation.

The Commission earnestly invite the in-  
habitants of Hongkong and Kowloon to  
co-operate with them by forwarding any com-  
plaint they may have to make or suggestion to  
offer in connection with the matters aforesaid  
to the Undersigned.

Any person examined as a witness in the  
enquiry aforesaid who in the opinion of the  
Commission makes a full and true disclosure  
touching all the matters in respect of  
which he is examined will receive a certificate  
from the Commission which will protect the  
witness against any civil or criminal proceed-  
ings which may be instituted against such  
witness in respect of any matter touching  
which he has been examined.

By Order,  
**W. BOWEN-ROWLANDS,**  
Secretary.  
Hongkong, 6th July, 1906. [709]

## Consignees.

"SHIRE" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.  
FROM MIDDLESBORO, ANTWERP  
AND LONDON.

THE Steamship  
"FLINTSHIRE,"  
Captain G. C. Coody, having arrived from the  
above ports, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon, and stored at Consignees'  
risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 18th instant will be sub-  
ject to rent.

All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 18th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 12th October, 1906. [1007]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA,"

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
4 hours.

Goods not cleared by the 17th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an ap-  
pointed hour.

All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.

No claims will be admitted after the Goods  
have left the Godowns.

**E. A. HEWETT,**  
Superintendent.

Hongkong, 11th October, 1906. [1008]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MAZAGON,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:-

From Persian Gulf, ex B.L.S.N. and B. &  
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
4 hours.

Goods not cleared by the 15th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an ap-  
pointed hour.

All Claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns.

**E. A. HEWETT,**  
Superintendent.

Hongkong, 8th October, 1906. [1009]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the haz-  
ardous and/or extra hazardous Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, whence delivery  
may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 11 A.M.  
TO-MORROW MORNING.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 16th instant, will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on TUESDAY, the 16th instant, at  
9.30 A.M.

All Claims must reach us before the 22nd  
instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

**NORDDEUTSCHER LLOYD.**

**MELCHERS & Co.,**

Agents.

Hongkong, 8th October, 1906. [1010]

## NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the *Hongkong Telegraph* and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.

**THE MANAGER,**  
*Hongkong Telegraph Co., Ltd.*

Hongkong, 8th September, 1905. [1011]

## Shipping—Steamers.

HAMBURG-AMERIKA LINIE.  
PASSENGER SERVICE.

By the new steamers, "RHEINANIA," "HARSBURG," "HOHENSTAUFEN" and the  
"SCANDIA" and "SILESIA." The steamers are specially built for the tropics  
and have luxurious Passenger accommodation first class. Cabins Amidship,  
lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses  
carried. Laundry on board. Return tickets issued at reduced rates for two years  
available, through tickets to be had to London via Havre and to New York via  
Naples and Hamburg.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND  
TIENTSIN VIA SHANGHAI.

RHEINANIA	Capt. v. Hoff	1st November.
HOHENSTAUFEN	Jaeger	2nd December.
SILESIA	Bable	2nd January.
SCANDIA	v. Doehren	1st February.

## NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COL. MBO, ADEN, SUEZ, PORT SAID,  
NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HARSBURG	Capt. Filler	2nd November.
RHEINANIA	v. Hoff	24th December.
HOHENSTAUFEN	Jaeger	11th January.
SILESIA	Bable	8th February.
SCANDIA	v. Doehren	22nd March.
HARSBURG	Filler	5th April.
RHEINANIA	v. Hoff	17th May.
HOHENSTAUFEN	Jaeger	14th June.

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA, SITHONIA ..... 19th October.  
FOR YOKOHAMA & KOBE ..... SEGOVIA ..... 20th October.  
FOR SHANGHAI, KOBE & YOKOHAMA, RHEINANIA ..... 1st November.  
FOR SHANGHAI, KOBE & YOKOHAMA, ANDALUSIA ..... 13th November.

## NEXT SAILINGS HOMEWARD.

## VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen,  
Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa. Ports in the  
Levant, Black Sea and Baltic Ports, North and South American Ports.  
Also via Aden or Port Said by the Arabic Persian Service to Arabian and  
Persian Gulf Ports.

FOR HAVRE, ANTWERP AND HAMBURG	SENEGAMBIA	17th Oct.
FOR NAPLES, HAVRE AND HAMBURG	LABURG	2nd Nov.
FOR HAVRE, ANTWERP AND HAMBURG	FEUTONIA	10th Nov.
FOR HAVRE, BREMEN AND HAMBURG	BRISGAVIA	16th Nov.
FOR HAVRE AND HAMBURG	SEGOVIA	20th Nov.
FOR HAVRE AND HAMBURG	SITHONIA	30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	RHEINANIA	1st Dec.
FOR HAVRE AND HAMBURG	C. FERD. LAEISZ	12nd Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	HOHENSTAUFEN	11th Jan.
FOR HAVRE AND HAMBURG	ALESIA	25th Jan.

Hongkong, 12th October, 1906. [654]

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN,"

Captain Barillon, will be despatched as above,  
on or about MONDAY, the 15th instant.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 8th October, 1906. [111]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Port Darwin and  
Queensland Ports, and taking through Cargo to  
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above  
Ports, on SATURDAY, the 27th instant, at  
Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Pro-  
visions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 4th October, 1906. [979]

## THE AMERICAN &amp; ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at Malabar Coast).

THE Steamship

"VEDDO,"

Captain Cowley, will be despatched for the  
above Port, on or about the 13th November.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, 3rd October, 1906. [975]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between

HONGKONG, SALINA CRUZ, CALLAO

AND IQUIQUE, VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient  
inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. E. C. S. Filler, will be despatched  
as above, middle of December.

Taking Freight and Passengers to other  
Western Coast Ports of South America.

The above Steamer has splendid Accom-  
modation and is fitted throughout with Elec-  
tric Light. A duly qualified Surgeon is carried.

For further information, apply to  
K. MATSUDA,  
Manager,  
York Building,  
Hongkong, 4th October, 1906. [848]

## "SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on  
or about the 15th instant.

For Freight and Passage, please apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 8th October, 1906. [986]

## To Let.

## TO LET.

EUROPEAN SHOPS, OFFICES, and  
GODOWNS (suitable for Dry Goods  
Storage) at No. 14, Des Vieux Road Central,  
(formerly occupied by Messrs. Shewan, Tomes  
& Co.)

Apply to—

HO TUNG,

Comptroller, Department,  
Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [919]

## TO LET.

OFFICES in KING'S BUILDING and  
YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-  
duit Road.

A HOUSE in RYDON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-  
MENT AGENCY CO., LTD.

Hongkong, 5th September, 1906. [73]

## TO LET.

A HOUSE in KNOTSFORD TERRACE,  
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-  
MENT AGENCY CO., LTD.

Hongkong, 31st July, 1906. [789]

## TO LET.

HOUSES in MORRISON HILL GAP ROAD,  
4 Rooms with necessary Bathrooms and  
Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL,"  
BUILDINGS, No. 147, Wanchai Road. Each  
suite contains Bathroom and Kitchen. Very  
Low Rent.

GODOWN, No. 9, "WILD DELL" BUILD-  
INGS.

Apply to—

PERCY SMITH & SETH,  
Accountants and Auditors, &c.,  
5, Queen's Road Central.

Hongkong, 24th July, 1906. [767]

## TO LET.

KWONG SANG & Co.,  
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFAC-  
TURERS and DEALERS in Ladies'  
and Children's Underwear, Silks, Fongee, Grass-  
Cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gen-  
tleman's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180]

## Intimations.

THE  
ROBINSON PIANO

CO., LD.,

ARE SHOWING

HIGHEST CLASS  
PIANOS,

THE LEADING MAKERS

OF

THE WORLD.

Steinway,

Bechstein,

Bluthner,

Winkelmann,

Collard & Collard,

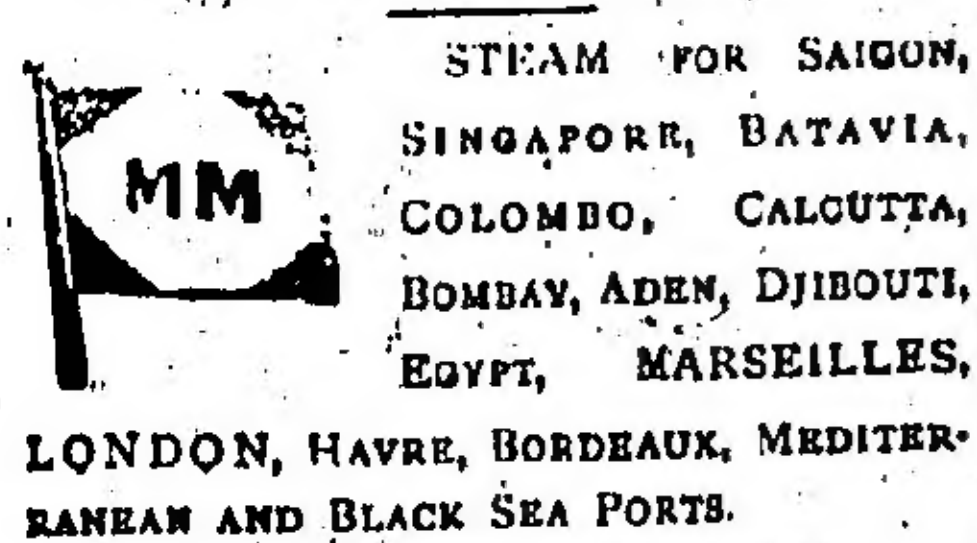
Hopkinson,

Haake,

Krauss



## MAILS.

MESSAGERIES MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIE" will be despatched for MARSEILLES on TUESDAY, the 16th October, at 1 P.M.

This steamer connects at Colombo with the Australian line s.s. "Dumbarton" for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. "TOURANE".....20th October.

S.S. "AUSTRALIE".....13th November.

S.S. "TONKIN".....27th November.

S.S. "ERNEST SIMONS".....11th December.

S.S. "CALEDONIE".....25th December.

G. DE CHAMPEAUX, Agent.

Hongkong, 3rd October, 1906.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONSTITUTIONAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE S.S. "DELHI" will be despatched for BOMBAY, on SATURDAY, the 20th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mongolia", 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Marmora" due in London on the 1st December, 1906.

Parcels will be received at this Office at 4 P.M. the day before sailing. The Contents and Value of all Packages are required to be stated.

E. A. HEWETT, Superintendent.

Hongkong, 6th October, 1906.

## Intimations.

CUTLER, PALMER & CO.  
WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

WHISKY, PALL MALL

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEVSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1906.

ACHEE & CO.  
ESTABLISHED 1859.

FURNITURE,

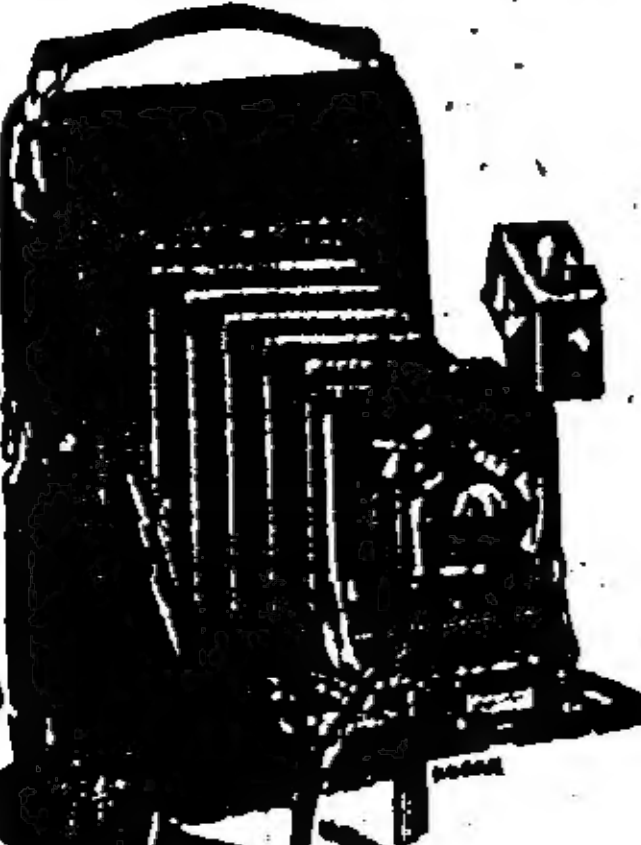
DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.



EASTMAN'S

KODAKS, FILMS,

AND ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>						
Hongkong & Shanghai Banking Corporation	100,000	\$125	\$125	\$1,000,000 \$10,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,712,472	\$1.15/- @ Ex. 3/4 = \$16.47 for first half-year 1906 \$2 (London 3/6) for 1905
National Bank of China, Limited	99,925	£7	£6	\$1,600,000 \$147,895	\$211,540	\$20 for 1904
<b>MARINE INSURANCES.</b>						
Swan Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$147,895	\$211,540	Interim div. of 7/6 @ ex 3/10 15/16 Tls. 2.62 on account 1905
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 \$147,895	\$211,540	Interim div. of 150 for 1905
Wan Insurance Company of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$147,895	\$211,540	\$12 and \$3 special dividend for 1904
<b>FIRE INSURANCES.</b>						
China Fire Insurance Company, Limited	10,000	\$100	\$10	\$1,000,000 \$147,895	\$211,540	\$6 for 1904
Hongkong Fire Insurance Company, Limited	10,000	\$250	\$50	\$1,000,000 \$147,895	\$211,540	\$25 for 1904
<b>SHIPPING.</b>						
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$1,000,000 \$147,895	\$211,540	\$14 for 1905
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$1,000,000 \$147,895	\$211,540	\$24 for year ended 30.6.1906
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$1,000,000 \$147,895	\$211,540	\$1 for 1st half-year 1906
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$1,000,000 \$147,895	\$211,540	10/- @ ex. 2/8 9/16 = \$4.69
Shanghai Tug and Lighter Company, Limited	10,000	£10	£10	\$1,000,000 \$147,895	\$211,540	Interim div. of Tls. 2 1/2 @ ex 1906
Do. (Preference)	10,000	£10	£10	\$1,000,000 \$147,895	\$211,540	Interim div. of Tls. 1 1/2 @ ex 1905
"Bell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$1,000,000 \$147,895	\$211,540	\$1.50 for year ending 30.4.1906
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000 \$147,895	\$211,540	Interim div. of Tls. 2 account 1906
<b>REFINERIES.</b>						
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Final of \$15 making \$25 for 1905
Luzon Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	\$3 for 1897
Perak Sugar Cultivation Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Tls. 24 for year ending 30.6.1906
<b>MINING.</b>						
Chinese Engineering and Mining Company, Ltd.	10,000	£1	£1	\$1,000,000 \$147,895	\$211,540	\$1 (No. 6) interim div. for 12 months ending 28.2.06
Consolidated Mining Company, Limited	10,000	£1	£1	\$1,000,000 \$147,895	\$211,540	Final of 50 cents making G \$1 for 1905
South Australian Gold Mining Company, Limited	10,000	£1	£1	\$1,000,000 \$147,895	\$211,540	No. 12 of 1/- = 48 cents
<b>DOCKS, WHARVES &amp; GODOWNS.</b>						
Farwick (Grav.) & Co., Limited	10,000	\$25	\$25	\$1,000,000 \$147,895	\$211,540	\$2 for 1905
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$10	\$10	\$1,000,000 \$147,895	\$211,540	\$2 for a/c 1906
London & Whampoa Dock Company, Ltd.	10,000	\$10	\$10	\$1,000,000 \$147,895	\$211,540	\$6 for first half-year ending 30.6.06
New Amoy Dock Company, Limited	10,000	\$10	\$10	\$1,000,000 \$147,895	\$211,540	\$1 for 1905
Shanghai Dock and Engineering Co., Ltd.	10,000	\$10	\$10	\$1,000,000 \$147,895	\$211,540	Final of Tls. 4 making Tls. 8 for 1905/6
Shanghai and Hongkong Wharf Company, Limited	10,000	\$10	\$10	\$1,000,000 \$147,895	\$211,540	Interim div. of Tls. 8 on account 1906
Wangtze Wharf and Godown Company, Limited	10,000	\$10	\$10	\$1,000,000 \$147,895	\$211,540	Tls. 18 for 1905
<b>LANDS, HOTELS &amp; BUILDINGS.</b>						
Anglo-French Land Investment Co., Ltd.	10,000	\$25	\$25	\$1,000,000 \$147,895	\$211,540	First year
Central Stores, Limited	10,000	\$25	\$25	\$1,000,000 \$147,895	\$211,540	\$3 for year ended 30.6.1906
Do. (new issue)	10,000	\$25	\$25	\$1,000,000 \$147,895	\$211,540	\$2.20 on \$12 for 1905
Do. (Founders)	10,000	\$25	\$25	\$1,000,000 \$147,895	\$211,540	7 % on \$71 for 1905
Hongkong Hotel Company, Limited	10,000	\$50	\$50	\$1,000,000 \$147,895	\$211,540	None
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	\$5 for first half-year for 1906
Hotel des Colonies Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Interim div. of \$31 account 1906
Hotel Metropole Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Final of 6 % = 10 % for 1905
Umphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$1,000,000 \$147,895	\$211,540	Final of \$6 making \$10
Kowloon Land and Building Company, Limited	10,000	\$50	\$50	\$1,000,000 \$147,895	\$211,540	80 cents for 1905
Shanghai Land Investment Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	\$24 for 1905
West Point Building Company, Limited	10,000	\$50	\$50	\$1,000,000 \$147,895	\$211,540	Tls. 3 for half-year 1906
<b>COTTON MILLS.</b>						
Two Cotton Spinning and Weaving Company, Ltd.	10,000	\$10	\$10	\$1,000,000 \$147,895	\$211,540	Tls. 8 for year ended 31.3.1905
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	10,000	\$10	\$10	\$1,000,000 \$147,895	\$211,540	\$14 for the year ending 31.7.06
International Cotton Manufacturing Company, Ltd.	10,000	\$10	\$10	\$1,000,000 \$147,895	\$211,540	3 % a/c 1898
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	10,000	\$10	\$10	\$1,000,000 \$147,895	\$211,540	Tls. 8 for 1905
Soy Chee Cotton Spinning Company, Limited	10,000	\$10	\$10	\$1,000,000 \$147,895	\$211,540	Tls. 25 for 1906
<b>MISCELLANEOUS.</b>						
Anglo-German Brewery Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	\$7 for 1905
Bel's Asbestos Eastern Agency, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	\$3 for share for 1905
Campbell, Moore & Co., Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	\$1 for 1904
China-Borneo Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Final of Tls. 5 making Tls. 10 for 1905
China Flour Mill Co., Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	60 cents for year ended 28.2.06
China Light and Power Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	80 cents for 1905
China Provident Loan & Mortgage Company, Ltd.	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	\$1.10 for year ending 31.7.1905
Dairy Farm Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Int. div. of 75 cents for 1-year ended 30.6.06
Green Island Cement Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	\$24 for year ending 28.2.06
Hall & Holtz, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	\$5 cents for 10 months ending 28.2.06
Hongkong Electric Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Int. div. of \$2 for 10 months ending 18.10.05
Hongkong High-Level Tramways Company, Ltd.	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Int. div. of \$4 for 1-year ended 30.6.06
Hongkong Ice Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	\$9 for 1905 on 5 shares
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Final of 50 cents making \$1 for the year
Hongkong Steam Waterboat Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06
Maatschappij tot Mijl. Bosch en Landbouwexplotatie in Langkat, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	None
Philippine Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Interim dividend of Tls. 31 account 1906
Shanghai Gas Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Tls. 6 for 1904
Shanghai Horse Bazaar Co., Ltd.	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Interim div. of Tls. 5 account 1906
Shanghai Pulp and Paper Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Interim div. of Tls. 4 on account 1906
Shanghai-Sumatra Tobacco Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Interim div. of 15/- for 1-year 1906
Shanghai Waterworks Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Interim div. of 1/- for 1-year 1906
South China Morning Post, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	None
Steam Laundry Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	50 cents for year ended 31.3.05
Union Waterworks Company, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Interim of Tls. 4 for year 1905/6
United Asbestos Oriental Agency, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	70 cents for year ended 31.5.1906
Do. (Founders)	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	\$9.90
Watson, (A. S.) & Co., Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Final of 50 cents making \$1 for 1905
William Powell, Limited	10,000	\$100	\$100	\$1,000,000 \$147,895	\$211,540	Interim div. of 50 cts. for the year 1905/6
<b>DIVIDENDS PAYABLE:—</b>						
Canton Insurance Co.						\$30.00 Oct. 20th
Wm. Powell, Ltd.						\$0.50 15th